

The Hongkong Telegraph.

(ESTABLISHED 1881)

68901 三拜禮號九廿月七英港香 TUESDAY, JULY 29, 1919.

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REUTER'S TELEGRAMS.

RACIAL RIOTS IN AMERICA.

TWO DEFENCE GUARDS KILLED.

Washington, July 23. Despite precautions, there was further racial rioting in the negro quarter last night. Two members of the Defence Guard were shot dead and another white man severely slashed with a razor. All the negro assailants escaped. Troops are patrolling the streets.

NO RECURRENCE.

Washington, July 24. There has been no recurrence of racial riots. Many troops are patrolling the city. The authorities believe the trouble has ended.

FRANCE'S FINANCES.

Paris, July 24.

In the Chamber of Deputies, the Minister of Finance pointed out the great increase in taxation, which was serving as a guarantee for future loans. They intended to issue a Railway Loan for 250 millions francs in August or September. Financial negotiations were progressing favourably between France and the Allies, as the Allies during the war would not cease to be Allies in future. The French Press urges financial intervention from America, pointing out that Europe is exhausted but America is a creditor possessing the greatest stock of gold and intact industries, having cotton, wheat, leather, oil, sugar and copper. The essential thing for the reconstitution of Europe is loans on long terms of credit. —Havas.

FRANCE AND BELGIUM.

Paris, July 24.

King Albert, President Poincaré and Marshal Foch paid a visit to Ghent. Replying to an address by the Municipal Council, President Poincaré mentioned the dignified attitude of the people of Ghent during the German occupation, proving themselves worthy sons of the old, gallant burghers who never failed to resist oppression. President Poincaré and Marshal Foch visited Malines and were received at the Cathedral by Cardinal Mercier, who, greeting France as represented by President Poincaré, said there could be no better expression of Belgian sentiments towards France than "we love France". President Poincaré compared Cardinal Mercier to the old Bishops of yore—times when they stopped the barbarians, being the protectors of the cities. Enthusiasm reached a climax when President Poincaré decorated Cardinal Mercier with the French War Cross. —Havas.

ANOTHER BISLEY RESULT.

London, July 23.

At Bisley, the Empire Match Competition was won by Britain. The final scores were—
Britain 2,112.
Australia 2,040.
New Zealand 1,979.
Canada 1,936.

A POLISH SUCCESS.

Copenhagen, July 23.

The Poles have captured Tarnopol.

TO-DAY'S CHINESE TELEGRAMS.

Shanghai, July 29.

The Educational and Labour Societies have jointly wired to the U. S. Senate thanking them for their assistance in regard to the Shantung question.

The Chinese Delegation has wired from Paris to the Government that the Treaty has been ratified by the British Parliament, and would immediately be put into force; therefore China should come to a peaceful decision as soon as possible. The telegram also stated that Japan has complied with the Three Powers' request in regard to the harbour of Kiaochow and negotiation is now going on.

Chu Shu-chang has reported that he is now in touch with Chang Chok-lin regarding the settlement of the Tsingtau question, and matters will be arranged in an amicable way.

Chu Kai-kim still refuses to be chief delegate. He has declared that secret envoys have constantly been despatched by both the North and South and whatever the conclusion arrived at, the chief delegate has only to sign.

SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

MASONIC DOINGS.

Singapore, June 28.

H. H. the Sultan of Johore attended the consecration and banquet of Lodge Johore (Royal) 3946 E.C. There was a big gathering of Masons from all parts of the Peninsula.

EARLIER TELEGRAMS.

THE SILVER MARKET.

London, July 24.

Silver opened at 54½ and closed at 54½. The market is steady.

THE RICE RIOTS.

MORE TROUBLE-MAKERS SENTENCED.

The rice riots at Yau-mat on Sunday resulted in the arrest of eleven Chinese, who were charged before Mr. G. N. Orme to-day with disorderly behaviour. Eight of the men were arrested in Reclamation Street while taking part in breaking into the rice shops in that quarter. Another man was caught in Canton Road. He was proved to be one of the ringleaders in the disturbances there. One of the many arrests made among the crowd engaged in looking at 143, Reclamation Street, was a boy. It is stated that he was one of the active participants, being busily engaged in discharging stones and other missiles into the shop.

All the defendants were sentenced to 10 days' hard labour and also bound over.

Inspector Gerrard, in answer to an enquiry by the Magistrate, said that the riots in Yau-mat on Sunday were just as serious as in other localities. They would have been very serious but for the precautions taken by the Police.

A recrudescence of the riots in Yau-mat threatened to break out yesterday, but the Police averted it by dispersing the crowds, though not without a great deal of trouble.

MORE MEN CHARGED.

A Chinese who took part in breaking into the Hip Un rice shop at Hung-hom was to-day charged before Mr. R. E. Lindell. "I thought the rice was very cheap," was defendant's excuse to the Magistrate.

His Worship—"I thought the rice very cheap, did you? It was dear, you mean." Inspector Browne—"I suppose he means that the rice is dear." The Magistrate asked the defendant if he was engaged in the riots with others.

Defendant—"I saw thousands of people trying to go into the shop. I was only looking on."

A constable gave evidence that he arrested the defendant among the crowd who attempted to break down the door of the shop, which was closed on the first intimation of coming trouble.

The defendant said he was a coolie at the Cement Works and drew a wage of \$10 a month. The Magistrate—"You are fairly well-off and well-dressed. I fine you \$50, or six weeks."

In another case, four Chinese were charged with riotous behaviour at a retail shop at No. 133, Wuhu Street, Hung-hom. It was stated that about \$200 worth of rice, flour and clothing were stolen from the shop. The defendants were each fined \$3 and bound over.

Another man arrested in connection with the Wuhu Street riot was sentenced to six weeks' hard labour for pelting an Indian constable with bricks. The policeman, in consequence of his injuries, was removed to Hospital. The defendant complained that the constable opened fire on the crowd and that he was assailed with a shower of stones from some of the crowd.

A CHARITABLE ACT.

With the object of raising money to buy rice for distribution to the poor, the Ching Ping Lok, a theatrical company composed of local Chinese clerks and other employees, are to-morrow giving the first of five successive performances at the Kai Yue Fong Theatre.

THE SITUATION TO-DAY.

Up to the time of going to press, no news has reached us of further demonstrations, and apparently all is quiet for the time being at any rate. The weather has no doubt kept the labouring classes indoors, though this has only aggravated the situation. The police are on the alert, and the situation is being watched closely. The rice riots have caused a great deal of trouble, and the authorities are taking steps to prevent a recurrence.

SLY RETAILERS.

We are informed from a reliable Chinese source that although the Government has fixed the price for the three qualities of rice, some sly retailers, yesterday and today when asked for their rice, informed enquirers that they had none in stock. It is believed, however, that these dealers are simply mixing it with their other qualities.

CONSIDERATE EMPLOYERS.

It may be of interest to our readers to know that our large employers of labour are doing something to ameliorate the condition of their coolies and workmen, especially with regard to securing cheaper rice.

Mr. W. S. Brown, the Secretary of the Hongkong and Kowloon Wharf and Godown Company, Limited, interviewed to-day by a representative of this paper, said—"The Hongkong Government has made no representations to me personally to make an allowance to our coolies to meet the increased price of rice. They may have approached the Board of Directors. We have been buying rice locally for our coolies and workmen for the last two months. This is a very expensive thing for the Company, although it works very well for the men. We pay a very heavy bill every month. I think developments will take place shortly which will send down the prices of rice. We are buying rice at an expensive rate and selling it cheap."

"What does 'cheap' mean?" enquired our representative.

"It all depends on the circumstances. Our coolies used to buy rice at \$6 a picul and later on they had to pay \$12 a picul. We stepped in and bought the rice at the market rate and sold it cheap. We have been paying more than \$12 a picul—as much as \$17, \$18 and \$19. As you know, the price of rice has been varying every day. We buy the rice as we require."

"But how much cheaper do you sell the rice to your coolies than the purchase price?" enquired our representative.

The margin of loss varies between \$3 a picul and \$10 a picul. We have to provide for 1,200 coolies and workmen. There will be a meeting of the Board of Directors this week and this question may come up."

Mr. J. Reid, of the Taikoo Dock Company, Limited, interviewed, said the Government had approached them and the Company have decided to make an allowance of \$2 a month to every labourer, who will be in receipt of this grant as from the present month.

We are informed that so far as the Naval Yard employees are concerned, the Commodore has under consideration the question of making a special allowance.

We understand that the Kowloon Dock Company are giving \$2 a month to all Chinese employed on time and monthly wages. Those who put in more than 20 days' work in a month will get \$2, and those who work 10 to 20 days \$1 a month. Apprentices will get \$1 and 50 cents respectively. The first grant will be paid this month, but regarding next month the subject will have to be reconsidered.

A KAISER JOKE ON THE HUN.

A droll story comes from the Berlin newspapers. In the last session of the Workmen's Council at Rathenow, in Mark, Brandenburg, one of the members drew attention to the way in which the farmers had been fleeced by a special messenger of the Kaiser. Well-dressed and driving a fine car, he appealed to the farmers to send to through him parcels of food to the "starving Emperor." In touching words he described the Kaiser's condition and the fact that he was starving.

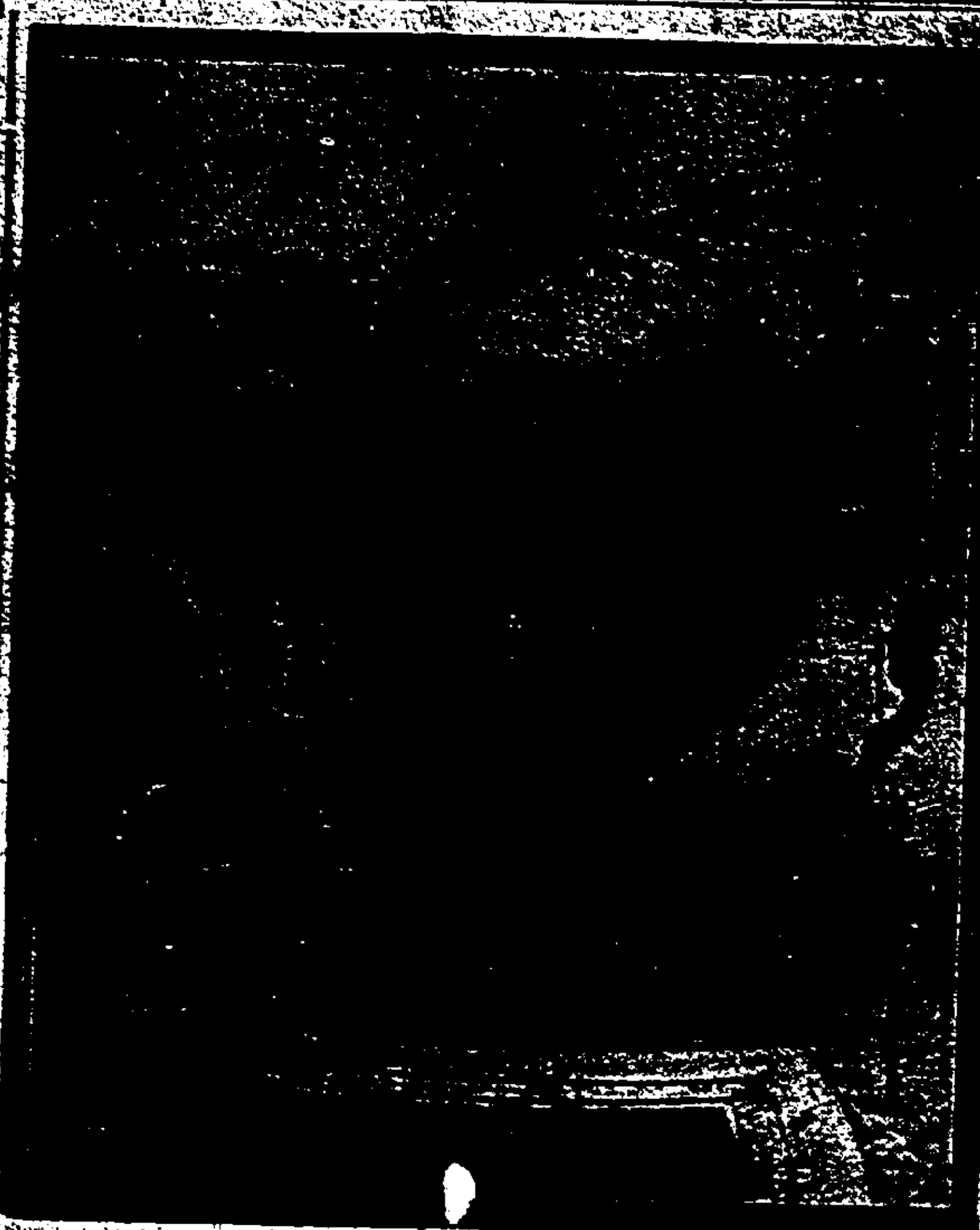


Photo: Tientsin Press.

COLONISE THE PICTURE- THEATRE.

A GAP IN OUR IMPERIAL SYSTEM.

The pioneers of Britain, who have borne the banner of our commerce to the waste places of the earth, must often have longed for a universal language, says *Overseas*, the journal of the Overseas Club. By signs and sounds and gestures they endeavoured to establish communication with the new races they encountered, but in the end they were compelled either to learn, often with difficulty, the language of the countries in which they settled, or, not less frequently, they would endeavour to teach their new neighbours the speech of the homeland they had left behind.

Thus it was that British ideas, British interests, and British trade made their way to every quarter of the globe, and by sheer dogged persistence not only indicated the ideals of freedom and justice (which must be regarded as our country's contribution to the civilisation of the world), but went far toward making English one of the most widely-spoken languages that the tongue of man has invented.

To-day, however, the universal language has arrived. It appeals not to the ear but to the eye. Its message goes direct to the mind of the recipient. The moving picture is the most potent instrument for the spread of ideas that science has placed in the hands of man. It speaks in the tongue of every race. Its voice penetrates to the very ends of the earth. And generally it speaks with an American accent.

That is the fact to be seized by all who care for the extension of British ideas and ideals. In this new speech of the world, the voice of Britain is all too dumb. The picture screens of every town are flooded with presentations of foreign life, foreign scenery, and foreign ideas. Even in the picture theatre of our Overseas Dominion, the British Empire is almost entirely absent.

It is not well that the theatre of the Empire should be so dumb. It should be a powerful agent in the spread of British ideas and ideals. It should be a powerful agent in the spread of British ideas and ideals. It should be a powerful agent in the spread of British ideas and ideals.

to ambitious or dissatisfied youth with the perpetual message: "Here at least things happen. Think of the effect that must inevitably be made, even on British minds, by the continuous glorification of one national idea and that not our own. And think of the splendid opportunity for keeping the love of Britain alive in British hearts the whole world over by the presentation of clean, wholesome British stories, acted by British artistes, in the dear, familiar scenery of the Mother Country."

That there is a warm welcome awaiting the British film in other countries there can be little doubt. Here, for instance, is a letter from a reader of *Overseas* living in Buenos Aires: "One way," he suggests, "to advertise emigration to our colonies, especially from South America, is through cinema-films. Here there are nothing but Yankee films, and one gets tired of them. Supposed British plays, they are produced by U.S.A. actors—British Tommies saluting with their hands to their belts and chewing gum!"

"Public opinion," he continues, "is of so much value nowadays that our public men will have to take lessons in being cinema-filmed. The French smile gaily and satire the camera. If the German gets a chance, he will blow himself out and stand at the salute for five minutes. These things seem silly and of no importance, but they do count, and I am sure you will agree that the cinema is a great force and should be used freely, especially abroad."

It is not well that British film productions should be so cold-shouldered in the markets of the world. It is not well that the theatre of the Empire should be so dumb.

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To-Day's Forecast.

The closing rain has been continued to-day and is expected to continue. The weather is expected to be rainy and stormy. Temperature 2 p.m. 61°. Humidity 2 p.m. 91°.

THE CHURCH AND NATIONALISM.

A PROBLEM OF IMPERIAL DEVELOPMENT.

Bishop Frodsham, Canon Residentiary of Gloucester, preached the Ramadan Sermon before the University of Cambridge and took as his subject "The Church and Nationalism." The national barriers in Europe, he said, some old and some new, had been broken down, and the inclination to confuse racialism with nationalism in their erection was dangerous and contrary to experience. The British Empire was a development of the nation, but one which was gradually becoming more and more international in character. The main purpose of the British Empire was the "promotion and protection of nation States."

The growth of national consciousness in Asia was so rapid that it almost bewildered the observer. The movement towards nationalism in India was a real one. The practical question was to correlate the claims of the various nation States in the Empire so as to adjust the respective rights of a common humanity.

The question of nationalism obviously affected the very existence of the Church. It was not easy to define the Church's duty towards nationalism. It was quite conceivable that the Church might have to oppose nationalism, even to the point of martyrdom, if nationalistic principles were contrary to Christ's teachings. Nationalistic movements were often anti-Christian, not from a dislike of Christ, but from a fear that His religion was presented in a Western fashion. Laymen even more than the clergy had fully thought that the duty of the Church was to westernise rather than to Christianise. The function of the Church was not to reproduce Europe in Asia or in Africa, but to establish the Kingdom of God.

The English Church provided a common standing ground by virtue of its faith and of its nationality between Christian nationalists and Christian internationalists. The growth and development of the Empire had made the English Church both national and international. The policy of that Empire was wide and honest, and the Empire itself claimed to be the preliminary sketch of what the League of Nations desired to attain. If the League of Nations was successful it would do so through the solidarity of the British Empire. If the British Empire was dissolved, the League of Nations would collapse like a castle of cards.

parian with the three powers of the East, the British Empire was the only one that was not a mere imitation of the West. It was a new and original creation, and it was the duty of the Church to support it. The Church should be a powerful agent in the spread of British ideas and ideals. It should be a powerful agent in the spread of British ideas and ideals. It should be a powerful agent in the spread of British ideas and ideals.

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RECUPERATIVE EFFECTS OF RECREATION.

We often, says Miss Louise Lippitt, writing in an American magazine, force ourselves to work when we are not doing good work, simply because we have not the good judgment to stop. A few minutes of rest in the midst of work may mean efficiency for the remainder of the day.

There are times in everyone's life when it is necessary to use the reserve capital of nervous strength which nature provides, but it does not follow that this ought to be an every-day procedure. To economise on rest, sleep, and fresh air is to be penny-wise and pound-foolish. In modern studies of efficiency it has been found that more work is often accomplished by shortening hours of labour.

What is the explanation of this? In all that we do, either consciously or unconsciously, the nervous system is the controlling power; it not only directs all the movements of the muscles, but also regulates the heat and controls the secretions of the body. The cells of the nervous system are built up during rest and sleep, and it is necessary that the body should be rested and a sufficient amount of sleep taken to enable the nerve cells to recuperate.

There are various symptoms of fatigue. When fatigue at the end of the day is too great to be repaired by a night's sleep, and we wake up tired, something is wrong. Danger signals which it is well to note are:—Loss of appetite, insomnia, increase of fatigue disproportionate to the output of work, mental depression, lack of initiative, loss of the sense of proportion, and a tendency to worry.

Even in pleasures it is possible to overwork and fatigue the body. To spend one's leisure rushing from one recreation to another, without taking time for adequate sleep and rest, is to hasten the time when amusements will no longer have power to amuse. On the other hand, it is a mistake to feel that one must always save strength for the day's work, for many times, an evening at the theatre wakes you up, lifts you out of the rut, and makes life seem better worth living.

FORGETTING ONE'S WORK.

Attention is directed by the writer to the following points, which she believes may prove helpful in preventing and in recovering from fatigue:—Forget your work, learn to relax, put your work away from you, and do not worry. Most people who work seem never able to get away from it. The minds of such people must become narrow and fatigued.

Take suitable exercise. Combine reasonable physical exercise with mental work. If very much fatigued from a day's work, do not over-exercise. For instance, a teacher who has been standing all day is not benefited by taking a long walk. She should get fresh air by taking a ride in an open car, sleeping out-of-doors, or by managing in some way to spend time in the open air without fatigue.

Eat regularly. One of the great mistakes that women sometimes make is that of not eating regularly and properly. The body requires food, and at regular intervals. When shopping or when engaged in any other matter, however absorbing it may be, do not omit a regular meal.

It is not wise to eat a heavy meal when you are over-fatigued; but this does not mean going entirely without food, with the idea that your body will become rested and then you can eat. It is much better, if you have been several hours without food, to take something simple like a glass of milk or buttermilk—something that is easily digested—and then later to eat the meal.

One of the important medical discoveries of recent years is that many persons, both children and adults, are thin and languid and living on a generally low physical level because of lack of appetite. The body requires a certain amount of food to give it vigour and strength, and when meals are missed a sufficient supply of food for the body's need is not often taken.

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GENERAL NEWS.

DAMAGE BY MILITARY.

Brigadier-General Sir Hereward Wake has been awarded £1,130 by the Defence of the Realm Losses Commission in respect of damage to his property at Waltham Cross due to military occupation. The applicant claimed £1,865, but the War Department disputed the measure of the areas affected and contended that the correct amount would be £1,589, which the applicant accepted. It was contended, however, by Mr. Turner, for the War Department, that the maximum amount to be determined ought not to exceed what would be fairly assessable in respect of the full value of the ascertained areas damaged if the owner had been entirely expropriated from such lands. After considering all the circumstances, the Commission report that £1,130 should be allowed, together with 15 guineas towards applicant's expenses in preparing the claim.

Rest and sleep. A safe general rule to follow is to make sure that you are getting all the sleep that you need. Waking up sleepy and tired in the morning is a pretty sure indication of a lack of sleep or a diseased condition of the body that is causing unnatural drowsiness and needs attention. A wise division of the day for most persons is eight hours for recreation and routine.

Get plenty of fresh air. Many persons have reported that they require fewer hours of sleep when they spend their nights in the open air. It is particularly necessary always to be remembered that if outdoor sleeping is to be beneficial, the sleeper must be comfortable. A restless night out of doors in much less refreshing than a night of comfortable sleep indoors. The ventilation of workrooms also needs attention, for working in a close atmosphere is very exhausting, and those who are compelled to labour in unventilated rooms often become tired and irritable.

Those who insist upon avoiding fresh air and open-air office or workroom are often very tired and irritable.

NOT A LASTING PEACE

LABOUR PARTY CONDEMNS THE TREATY.

A strong condemnation of the Peace Treaty, which is described as "a repudiation of the spirit and letter of the declarations of President Wilson," Mr. Lloyd George, and other Allied statesmen, was issued recently after a joint meeting of the National Labour Executive and the Parliamentary Labour Party. The statement is as follows:

The Parliamentary Labour Party and the National Executive, having considered the preliminary Peace proposals, declares that the Treaty is defective, not so much because of this or that detail of wrong done, but fundamentally, in that it accepts and, indeed is based upon the very political principles which were the ultimate cause of the war.

The Treaty involves violation of the principles embodied in Labour and Socialist Conference decisions; it also violates the understanding upon which the armistice was signed, and is, therefore, a repudiation of the spirit and letter of the declarations of President Wilson, Mr. Lloyd George, and other Allied statesmen.

Organised Labour throughout the war resolutely opposed all attempts to transform the struggle for the struggle for the emancipation of peoples into a war of conquest. On the question of reparation, however, Labour always insisted that Germany must make full reparation for the wanton destruction in all the Allied countries, and we consider that the payment by Germany of the sum of £5,000,000,000 is not excessive in view of the damage done.

THE SAAR COAL MINES.

The Draft Treaty cedes to France "full ownership of the Coal Mines in the Saar Basin." The terms of the Armistice never so much as hinted at such a possibility. France should undoubtedly receive from Germany a sufficient supply of coal to compensate her for the temporary loss of her own mining resources. This claim can be met without handing over the population of the Saar districts even to a neutral administration.

The provision in the Treaty requiring the German Government at the end of 15 years to buy out at a valuation the mines in any part of the Saar Valley which may be restored to Germany as a result of a plebiscite, would involve a violation of the principles of self-determination, equivalent to disguised annexation.

In delimitation of the frontiers of the new Polish State violence is done to the right of the people to determine their nation-allegiance. Thus there is a contravention of President Wilson's "Thirteenth Point," which lays it down that the new Polish State should only contain genuinely Polish elements.

ARMAMENTS AND CONSCRIPTION.

In order to secure the concerted abolition of armaments and compulsory military service, Labour believes that steps must be taken to prohibit the private manufacture of fresh armaments and to limit existing armaments. The Treaty, on the contrary, is likely to impose fresh burdens of this character upon the peoples as a consequence of the military occupation of the west bank of the Rhine for a period of 15 years, and possibly longer. In the circumstances it will be impossible to take full advantage of the enforced disarmament of Germany in order to secure general disarmament and demilitarisation.

GERMANY AND THE LEAGUE.

A League of Nations, to be effective, should be an organ of international justice, inclusive of all these peoples, and not, as it will be under the Peace Treaty, a restricted instrument of the victorious coalition. This essential aim can best be attained by the admission of Germany to membership of the League as speedily as possible after her signature to the Peace Treaty. The League should be strengthened by being made more directly representative of peoples and Parliaments.

The peoples want peace, and demand that peace shall be lasting. We therefore call upon the organised workers of all countries to join in an effort to bring the Treaty more into harmony with the working-class conception of an enduring and democratic settlement.

Only when the peace of Europe is secured can the peoples of the world be assured of a lasting peace.

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MARCONI CLAIM

WHY GERMAN FOUND WIRELESS MORE RELIABLE THAN CABLES

Mr. Godfrey Isaacs was cross-examined in detail yesterday by the Solicitor-General (Sir Ernest Pollock, K.C.) before Mr. Justice A. T. Lawrence, who is sitting to assess the damages due to the Marconi wireless Telegraph Co., from the Crown for breach of contract in regard to the construction of an Imperial chain of wireless stations.

Mr. Isaacs, who was asked about charges to Egypt and India, expressed dissent from several suggestions put to him by the Solicitor-General. Finally, he exclaimed, somewhat heatedly: "We might go on like this all day. I understand it to mean something quite different from that which you are putting to me. We are dealing here with the Post Office. Surely someone could come here from the Post Office and tell us what this thing means, instead of asking me questions with which I don't agree, because I don't understand them to mean that."

Mr. Isaacs said that a message could not be wirelessed on from Singapore to Australia, but if the Imperial chain of stations had been completed it would have been possible, and the Post Office would have been saved an enormous amount of money.

The Solicitor-General: The contract does not contemplate a station in Australia. That was a matter for the Commonwealth Government.

Mr. Isaacs: Yes, and they were most anxious to put up their station.

Mr. Justice Lawrence: You would not have put up all these stations simultaneously?—Certainly we should, every one, just as we put up 13 Admiralty stations in all parts of the world simultaneously.

The Solicitor-General suggested that wireless was not so reliable as cables.

Mr. Isaacs: I don't agree. The Germans found it more reliable than cables.

The Solicitor-General: They had no cables.

Mr. Isaacs: They had at the beginning the war, and their cables were cut. That is why I say they found it more reliable. (Laughter.)

The hearing was adjourned.

TROOPSHIP COMEDY.

TRANSPORT SAILS WITH ONE MAN ONLY.

New York, June 11.—The 5,700-ton United States transport Federal arrived at New York yesterday from Antwerp "heavily laden" with one "troop"—namely, Captain M. D. Mills, of Seattle, who had the entire ship to himself. He was met by a band in an official welcome boat in the Lower Bay, and was greeted at the dock by five Red Cross, two Y.M.C.A., and two Knights of Columbus (American Catholic) workers, all offering large quantities of food and tobacco.

How the ship came to make the trip in these circumstances nobody appears to understand. All her captain knows is that he received orders to sail; all Captain Mills knows is that he was told to go in the ship.

It is not quite correct to say that he was the only passenger, for just before the the Federal sailed the Embarkation officers remembered a regulation which lays it down that no troops shall be sent to sea in a transport unless a representative of the Quartermaster's Department accompanies them. So they detailed Lieutenant John Nidrof to accompany Captain Mills.

During the voyage, in accordance with the regulation, Captain Mills summoned himself, on deck every morning and called the roll, told himself he was present, and reported "All correct" to the officer of the Quartermaster's Department.

When the ship docked yesterday morning she was boarded by three embarkation officers, the senior of whom asked for the officer commanding the troops aboard.

"I am the senior officer," said Captain Mills, saluting.

"Please muster your men on deck," ordered the embarkation officer.

"I'm all present, Sir," replied Captain Mills, saluting again. The formalities for disembarking troops were gone through, and Captain Mills filed down the gangway and marched away.

NOTICES

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OWNERSHIP OF OIL.

STATE HAS FIRST CLAIM.

The question which has been raised by the successful boring for oil in Derbyshire as to the ownership of the oil—whether it belongs to the State or to the individual—was discussed recently by a high authority, who said to a representative of the Daily News:

"The Government, thanks to having its hands forced by Lord Cowdray, has prevented promiscuous drilling all over the place, and has thus safeguarded the production of whatever oil may be found and prevented waste. The Government has also found the money to get the oil. It seems obvious, therefore, that the nation should receive the benefit."

"It would not be, however, in the best interests of the nation for the Government itself to try to drill for oil. Drilling is a highly technical business, and in Australia and other countries where the Government has undertaken the work, the result has been far from satisfactory, and in my opinion our own Government would also make a hash of it. The work, to be successfully undertaken, must be performed by experienced firms with a thorough knowledge of oil drilling. That condition is absolutely essential."

"The question, then, is, how is the nation to get the benefit? The fairest way would be a profit-sharing basis. To the man who has to drill for oil, a fairly free hand must be given; he should not be restricted in every direction. By that means the nation will get the most out of the business."

GENERAL NEWS

50,000 MELTED THIMBLES.

Queen Alexandra visited Greenwich Hospital recently for the purpose of formally handing over £10,000, which the Silver Thimble Fund has given for the endowment of a ward in the Seamen's Hospital. To raise money for the fund the plan was to induce ladies to send in disused silver thimbles, broken trinkets, and other discarded articles of value. Over 50,000 thimbles were received and melted into bullion. Branches were started in various parts of the world, and a total sum of over £55,000 was realised £10,000 of which was devoted to the endowment of the ward at Greenwich.

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Johnson's Prepared Wax is now being made in Liquid Form—it polishes instantly with but very little rubbing. You can go over a good sized car in half-an-hour. If the finish is stained, greasy or grimy, clean it first with Johnson's Cleaner—then polish with Johnson's Prepared Wax Liquid.

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Johnson's Liquid Prepared Wax imparts a hard, dry, glasslike polish which does not collect or hold the dust. It preserves the varnish and protects it from the weather, adding years to its life and beauty. It covers up marks and scratches—prevents checking and cracking—sheds water—and prolongs the life of a "wash."

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SIR DOUGLAS HAIG ON GERMANY'S SURRENDER.

ABJECT AND IRREVOCABLE.

Speaking at the Mercers' Hall, where the freedom of this famous City Company was conferred upon him, Field-Marshal Sir Douglas Haig, replying to those who may think that the armistice came too soon, said they failed to appreciate either the conditions in which the war was fought or the completeness of Germany's surrender. That surrender was abject and irrevocable. If we had to go to Berlin, we could do so far more easily now than we could have done in November, and to have pressed forward then would have meant further loss of life, destruction of property, and expenditure of money, without rendering Germany any more helpless militarily than she is today.

The freedom was conferred on Admiral Sir David Beatty, as well as Sir Douglas Haig, and it may be recalled that a similar compliment was paid earlier in the year to Field-Marshal Viscount French and Admiral Jellicoe.

After the two illustrious Freeman had signed the roll they were entertained at luncheon. The Master of the Company, Captain Archdale Palmer, in presenting each of the new Freeman with a replica of the famous Bank of England loving cup in possession of the Company, paid a warm tribute to the services of both Sir Douglas Haig and Admiral Beatty.

Sir Douglas Haig, in replying, said he would like to admit freely that it had been somewhat of a surprise to him to learn the extent of the activities of the Company throughout the history, not only of London, but of Great Britain and Ireland. He had lately learned, for instance, for the first time that the colonisation of Ulster by certain unfortunate countrymen of his own was carried out with the aid of large sums of money furnished by the Mercers' Company. He confessed that it was with small satisfaction that he read that the Company parted with the money with great and marked reluctance. The Wardens of the day rose much in his estimation when he read that it was necessary to commit them to prison before they would assist in a scheme which, whatever the nature of its results in Ireland, entailed the expatriation of a number of worthy Scots. (Laughter.)

Indeed, the magnitude of the company's good works, the distance they went back into the history of the land, and the influence for good which they must have had upon generations and generations of Britons were enough, as one learned more of the history of the company, to arouse in anyone feelings at once of astonishment and admiration. One could not but recognise that such companies as the Mercers' had been a most important factor in the growth and improvement of the industrial, educational, social life. Moreover, since the outbreak of the war there could have been but few, if any, charities of a naval or military character which had not had good cause to bless the abounding generosity of the company, and their contributions had indeed been worthy of their great traditions. For what they as a company had been able to do in these directions he thanked them on behalf of all ranks of the armies which fought under him, and he was proud now to be able to reckon himself one of its members.

AN UNPARALLELED TRIUMPH. They rejoiced with their comrades of the sister Service in the great and unparalleled triumph that but lately was theirs. If any of them felt regret that the end came, as it did, without a last fight, the Army did not share

with them that regret, for while there could be no doubt upon the utter completeness of their victory or upon the supreme credit it reflected upon them, the Army was glad that they and the country were spared unnecessary loss. After all, with them in the Army events at the last followed much the same course, and did so because of their deliberate choice. It would have been possible after the great culminating defeat inflicted on the enemy on the Sambre on Nov. 4, 1918, and the following days to refuse to grant the armistice the enemy sought for, and instead to press forward with what speed the state of their communications would have let them. To have done so, however, would have meant further loss of life, the destruction of property, and expenditure of money, while it could not have rendered Germany more helpless militarily than she was to-day, with her army dissolved, her guns, transport, and aeroplanes surrendered, and the crossings of the Rhine held by the Allies.

If we should have to go to Berlin we could do so far more easily now than could have been done last November. He could not pretend to deserve all the too generous references which the Master of the Company had made to him, but he would certainly deserve them less and would have ill-requited the services of the glorious Army that fought so magnificently throughout the great advance had he spent men's lives in pursuit of the shadow when the substance of victory was already achieved. Anyone who to-day thought that the armistice was granted too soon failed to appreciate either the conditions in which war was fought in these days of armies of millions, equipped with many thousands of machine-guns, vast artillery, &c., or the completeness of the surrender Germany made when she took the only terms of armistice the Allies were prepared to grant her. The surrender of the German fleet was not more abject, more complete, or more irrevocable. They were now within sight of peace, which would, they hoped, last for many years, and already the bulk of their great citizen armies had returned, or were returning, to civil life.

He would only say, in conclusion, that great as was the good that the Company had been able to do in the past, there was work still to be done in helping to settle our ex-Servicemen in civil life. To have taken successfully in that task would undoubtedly rank amongst the finest achievements of that historic institution.

Admiral Sir David Beatty also replied expressing his pleasure that when he was ending his career in the Navy he was enabled to take up the role of merchant adventurer. He gave instances of the great and courageous work done by the Navy in the North Sea, which he said was rightly called the Sea of Mists, since they only saw the sun for about three hours a day in mid-winter. He, too, made a special appeal for a helping hand to be offered, wherever possible, to all ex-naval men, laying stress on the fact that they possessed qualities which would be invaluable in commercial life.

On July 8 the Prince of Wales, like his father, took up his Freedom of the Mercers' Company.

EMPIRE OIL SEARCH.

The Imperial and Federal Governments have agreed to spend £50,000 each in investigating the oil-fields of Papua to ensure supplies from within the Empire. The Federal Government has already spent £100,000 in boring. It is understood that the British authorities plan to sink ten bores simultaneously in an area of 2,000 square miles, which, according to geological examination, promises well.

THE NEW GOVERNOR.

PROPOSED PRESENTATION OF ADDRESS.

The Unofficial Members of the Executive and Legislative Councils called a meeting at the Theatre Royal last evening to consider the proposed presentation of an address to Sir Reginald Stubbs, G.C.M.G., the new Governor of the Colony, on his arrival. The Hon. Sir Paul Chater presided and with him were the Hon. Mr. C. G. Alabaster, O.B.E., Hon. Mr. N. J. Stabb, O.B.E., Hon. Mr. E. V. D. Parr, Hon. Mr. S. H. Dodwell, the Hon. Mr. Lau Chu Pak, Hon. Mr. Ho Fook, Mr. H. J. Gedge, Secretary.

There was not a very large attendance, doubtless owing to the inclement weather.

The Hon. Sir Paul Chater said: "Gentlemen, I would first explain to you the steps that have already been taken with regard to the preparation of an Address of Welcome to our new Governor upon his arrival in the Colony. Following the usual procedure in such matters, I, as senior Unofficial Member of the Executive Council, convened a meeting of all the Unofficial Members of both Councils, at which it was unanimously decided that an address should be presented, and for the purpose, again following the practice adopted on previous occasions—we considered it desirable that the services of a few representative members of the community should be enlisted to assist us in drafting the address, so that when finally submitted for the approval of the general public, it would be more likely to meet the wishes of all. A Committee for this purpose was consequently formed, and the draft address resulting from their labours would, in due course, have been submitted to you. I think that what I have said should remove any misunderstanding that may have arisen in your minds. It is our sole aim, Gentlemen, to obtain the hearty and unanimous support of the whole community, and in case you should prefer to adopt the method of appointing further representatives to assist in the drafting of the address, rather than that of approving it yourselves when drafted, the Unofficial Members decided to call this meeting and give you the opportunity of so doing. So long as we secure your whole-hearted support it is quite immaterial to us which method is adopted, but as time is getting short, I suggest that the Committee, together with the further names you may add this evening, may be empowered to draft and approve the address on your behalf, and so save the necessity of calling another public meeting.

The Chairman said he might also mention that this Committee had appointed a sub-committee to draft out the address. On that sub-committee were Messrs. Dodwell, Alabaster, J. Scott Harston, Lau Chu Pak and two others. He would be very pleased to receive the names of any gentlemen to add to this Committee, or the sub-committee. (Applause.)

The following names were received:

Mr. J. P. Braga, proposed by Mr. G. W. Gegg, seconded by Mr. Noronha.

Hon. Mr. H. E. Pollock, who was described as an old champion of constitutional reform, was proposed by Mr. Humphreys, seconded by Mr. Cartwright. The Chairman pointed out that Mr. Pollock was on the Official side now, but they would be pleased to have him on the Committee.

Mr. H. B. L. Dowbiggin, proposed by Mr. Dutton, seconded by Mr. Coppin.

Mr. C. D. Wilkinson, proposed by Mr. H. Hancock, seconded by Mr. D. K. Moss.

Mr. C. H. P. Hay, proposed by Capt. Arthur, seconded by Mr. Beavis.

Sir Boshan Wei Yuk and Sir Robert Ho Tung, proposed by Mr. Kotewall, seconded by Mr. Wong Kwong-tin.

Mr. A. G. Coppin, proposed by Mr. D. K. Moss, seconded by Mr. Dutton.

Messrs. Lo Cheong Shin, Ho Wing and Mr. K. Lo, proposed by Mr. Ho Kwong, seconded by Mr. Ho Leung.

Messrs. A. F. Arculli and M. Ramjahn, proposed by Mr. Razack, seconded by Mr. Mistri.

Messrs. J. W. C. Bonnar and R. M. Dyer, proposed by Mr. Mackenzie, seconded by Hon. Mr. Pollock.

Messrs. Chau Siu Ki and Chau Shou Son, proposed by Mr. Wong Kwong-tin, seconded by Mr. B. W. Tape.

Mr. T. Petrie, proposed by Mr. Jackson, seconded by Mr. McPherson.

Messrs. H. Humphreys, J. H. Wallace, E. A. M. Williams, pro-

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posed by Hon. Mr. H. E. Pollock, seconded by Mr. Crockatt.

Mr. J. M. Wong, proposed by Mr. Ho Wing, seconded by Mr. Wong Fung Chow.

Sir Ellis Kadoorie and Mr. Shelton Hooper, proposed by Mr. Cartwright, seconded by Mr. Kotewall.

Messrs. W. J. Crawford, A. E. Griffin and D. Hailey, proposed by Mr. Beavis, seconded by Mr. T. Petrie.

Mr. Kwok Siu Lau, proposed by Mr. B. W. Tape, seconded by Mr. Tso.

Mr. Tong Yat Chuen, proposed by Mr. Chau Siu Ki, seconded by Mr. J. M. Wong.

Mr. C. Hughes, proposed by Hon. Mr. Pollock, seconded by Stark.

Mr. D. Templeton, proposed by Mr. Edwards, seconded by Mr. D. Harvey.

Messrs. Wong Kwong-tin and B. W. Tape, proposed by Mr. Tso, seconded by Mr. Kwok Siu Lau.

Messrs. Fung Ping-shan and Li Yau-chuen, proposed by Mr. J. M. Wong, seconded by Mr. Chau Siu Ki.

Mr. Mackenzie, proposed by Mr. Macdonald, seconded by Mr. Frost.

Mr. S. T. Setna, proposed by Mr. Dowbiggin, seconded by Mr. Cooper.

The sub-committee to draft the address consists of Hon. Mr. H. E. Pollock, Hon. Mr. S. H. Dodwell, Hon. Mr. C. G. Alabaster, Hon. Mr. Lau Chu Pak, Hon. Mr. Ho Fook, Mr. S. W. Tao, Messrs. J. Scott Harston, Kotewall, C. H. P. Hay, C. D. Wilkinson, M. K. Lo and Chau Siu Ki.

This concluded the business of the meeting and the Chairman

A COMMON COMPLAINT OF CHILDHOOD.

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concluded by remarking that he hoped the sub-committee would meet as soon as possible. The new Governor was coming out by way of Suat. His latest telegram was that he was leaving by the first mail after July 7. They had not yet had a telegram saying that he had left.

NOTICES.



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Monteagle	Oct. 7	Nov. 1
Empress of Japan	Oct. 15	Nov. 5
Empress of Russia	Oct. 30	Nov. 17
Empress of Asia	Nov. 27	Dec. 15
Empress of Japan	Dec. 10	Dec. 31
Monteagle	Dec. 16	Jan. 9
Empress of Russia	Dec. 25	Jan. 12

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LONDON & ANTWERP via Singapore, Penang, Colombo, Suez,
Port Said & Marseilles.

KITANO MARU (calling Malacca) Friday, 8th Aug., at Noon.

INABA MARU ... Friday, 22nd Aug., at Noon.

MELBORNE & SYDNEY via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

AKI MARU ... Wednesday, 20th Aug., at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San
Francisco, Panama & Colon.

BOMBAY & COLOMBO via Singapore.

TENSHIN MARU ... Thursday, 31st July.

TOTOMI MARU ... Tuesday, 12th Aug.

CALCUTTA & RANGOON via Singapore & Penang.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Saturday, 23rd Aug., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

ITO MARU ... Wednesday, 6th Aug., at 11 a.m.

KOSOKU MARU ... Wednesday, 13th Aug.

ATSUTA MARU ... Tuesday, 19th Aug., at 11 a.m.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, South
American ports via Cape, etc).

AWA MARU ... (London & Antwerp) Mon., 4th Aug.

For further information apply to—NIPPON YUSEN KAISEI.
Telephone Nos. 292 & 293. S. YASUDA, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to changes without notice.

Sailings from Hongkong—Subject to changes without notice.

SIBERIA MARU ... Calling at Keelung ... 31st July. Omitting call at Shanghai.

AMATO MARU ... 13th Aug.

PERSIA MARU ... 23th Aug.

KOREA MARU ... 19th Sept.

NIPPON MARU ... 25th Sept.

TERO MARU ... 2nd Oct.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU.

SAN FRANCISCO, SAN PEDRO, SALINO CRUZ,

BALBOA, CALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS AND LEAN ROUTE TO BUENOS AIRES.

Steamers. Leave Hongkong.

ANTO MARU ... 10th Sept.

SEIYO MARU ... 14th July.

SEIYO MARU ... 4th Nov.

Changes are interchangeable with the Canadian Pacific Ocean Services, Ltd., and the Pacific
Mail Steamship Co.
Passengers may travel by rail between ports of call in Japan free of charge
For full information as to rates, sailings, etc., apply to

T. DAIGO, Manager.

KING'S BUILDINGS.

Telephone Nos. 2374 & 2375.

JAVA-PACIFIC-LYN

FOR SAN FRANCISCO Direct.

S.S. "BINTANG"

Will be despatched as above on or about

Aug., 6th, 1919.

For freight apply to—

JAVA-CHINA-JAPAN-LYN

Agents.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

"NANKING" "CHINA"

15,000 tons, American Registry) (10,000 tons, American Registry)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "CHINA"

Aug. 22nd, 1919. Sept. 11th, 1919.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.

Prince's Buildings, Ice House Street, Tel. 1934.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For Steamer Sailing

LONDON & ANTWERP

For particulars of sailings shippers are requested to approach
the undersigned.

Subject to change without notice.

or to REISS & Co. Canton

Hongkong 10, Apr. 1917.

General Agents.

THE BANK LINE LTD.

SHIPPING NEWS.

PASSIVE RESISTANCE TO
PNEUMATIC TOOLS.

The United Kingdom's ship-building employers do not dissent from the view of Mr. James French, the principal surveyor of Lloyd's Register in the United States and Canada, that unless the British riveter takes more kindly to the pneumatic tool the Americans, and probably also the Japanese, will beat us in the coming fierce competition for work. "I have no first-hand information about the conditions in the United States," said a Tyneside shipbuilder, "but if they are as Mr. French says the outlook is indeed serious. Pneumatic tools are not positive novelties on this side of the Atlantic. But shortly after Lord Pirrie became Controller-General of Merchant Shipbuilding—air-compressing and distributing plants were greatly extended in order to provide for an increase in the volume of riveting. A national agreement defining rates and conditions was arrived at with the executive council of the Boilermakers' Society—an arrangement which the men's representatives themselves admitted to be extremely favourable to Labour. Yet riveters are showing very little inclination to turn over from the hard labour of hand-riveting to the comparatively easy labour of machine riveting. Many men will not look at the tool, although it offers them an opportunity, as Mr. French says, to earn more with less physical effort. Their society approves its introduction on terms set forth in a mutual agreement with the Shipbuilding Employers' Federation. Their delegates—one or two of them, at any rate—have pleaded with them to take it up. Even when squads have taken it up the output given has been ridiculously small. There are astonishing differences in the output of the Tyneside squads doing exactly the same class of work, and the best of the records is far below the average on the other side of the Atlantic. It is assumed as much, at any rate, from the work done in this district during the war by Canadian squads. "Comparatively few riveters can be induced to look at the pneumatic hammer, and most of those who take it up are not giving anything like the possible output," said a Clyde shipbuilder. "Between them the pneumatic riveting machine and the multiple punching table—both extensively used in America—are capable of greatly increasing the output of ships. But with members of the Boilermakers' Society passively resisting the introduction of the pneumatic riveter there is, obviously, not much use talking about multiple punching. American costs may be at the moment higher than ours; but they are coming down. By and by they will be near enough to United Kingdom costs to make delivery the decisive factor, and on early deliveries the Americans are quite clearly banking heavily."

SOUTHAMPTON TO U.S.

Sir Alfred Booth, chairman of the Cunard Company, told the shareholders of the Cunard Line recently that the object in sending the Aquitania and Mauretania to the Channel ports was to oust the Germans, and capture the large volume of traffic which was formerly secured by them at Southampton, Cherbourg, and Plymouth. The company has gone a step further at Southampton. They have secured the offices in Canute-road, formerly occupied by the North-German Lloyd. These offices were commandeered by the military immediately upon the outbreak of war, and have since been used by the embarkation staff. They are on the dock property owned by the London and South-Western Railway Company, with a good frontage, and are admirably adapted for the purpose to which they will be put by the Cunard Line. It is expected that the military authorities will give up possession of the offices in a few weeks, and an adequate staff will then be transferred to Southampton from the Cunard offices in Liverpool. Although the Aquitania and Mauretania had been sailing from Southampton for some months, the new fortnightly service to the United States was officially inaugurated recently, when the Aquitania will leave for New York. The Mauretania was to follow on June 27. The vessels will continue to carry Canadian troops for some time, and will therefore call at Halifax afterwards, proceeding to New York to land the civilian passengers.

SHIPPING.

C. N. C.

CHINA NAVIGATION CO. LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	Sinkiang	30th July at 4 p.m.
SHANGHAI	Suiyang	2nd Aug. at 4 p.m.
MANILA, CEBU & ILOILO	Taming	5th Aug. at 3 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO
Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular scheduled service between Canton, Hongkong and Shanghai (thrice weekly) and Tientsin (twice weekly), taking Cargo on through Bills of Lading to all Yanatze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE

Telephone No. 36.

Hongkong July 19, 1919.

Agents.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjikini	Java	in port	31st July	Shanghai
Tjiuwong	Java	30th July	5th Aug.	Japan

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574.

York Building.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days)

Steamships	Captain	Leaving
Haihong	J. W. Evans	WED., 30th July at noon.
Hailan	A. F. Stewart	FRI., 1st Aug. at 1 p.m.
Quinnebaug	Medina	TUES., 5th Aug. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

INDO-CHINA STEAM
NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).

For	Steamship	On
YOKOHAMA & Kobe	Fooksang	Tues., 29th July at 5 p.m.
YOKOHAMA & Kobe	Fookshing	Wed., 30th July at 5 p.m.
SHANGHAI	Loksang	Thurs., 31st July at d'light.
STRAITS & Calcutta	Chaksang	Thurs., 31st July at 3 p.m.
SHANGHAI	Wosang	Fri., 1st Aug. at d'light.
MANILA	Yunsang	Fri., 1st Aug. at 3 p.m.
KOBE	Kumsang	Sat., 2nd Aug. at 5 p.m.
MANILA	Loongsang	Fri., 8th Aug. at 3 p.m.

CALCUTTA LINE.—This Line has now been re-organized and affords regular sailings to Calcutta via Singapore and Penang.

Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai.

Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hanoi and other ports.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up to 400 tons of cargo space.

Cargo taken on through Bills of Lading for Kuantan, Jesselton, Labuan, Tawau and Lahad Datta.

TIENSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin calling at Weihaiwei and Chifu.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passport with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE MATHESON & CO., LTD.

Telephone No. 215.

General Managers.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.REGULAR SAILINGS OF MAIL STEAMERS FROM
HONGKONG TO AUSTRALIAN PORTS.

Steamers	For	Will be despatched
"ST. ALBANS"	Sydney, via Queensland Ports	9th Aug., 11 a.m.
"EASTERN"	Melbourne, via Queensland Ports	26th Aug., 11 a.m.

The above steamers have excellent accommodation for First and Second Saloon Passengers, having been built expressly for Tropical Voyages, and are complete with every modern convenience for Ocean Travelling.

A duly qualified Surgeon and Stewardess are carried on each vessel.

For Passage Rates and Further Particulars Apply To

GIBB, LIVINGSTON & CO.,

AGENTS.

SHIPPING.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"AMAZON MARU" ... Tuesday, 13th August.
"ALTAI MARU" ... Friday, 23th August.
GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co's steamer.
BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.
"HAWAII MARU" ... Sunday, 3rd August.
BOMBAY & COLOMBO—Regular fortnightly service via S'pore.
"KASADO MARU" ... Wednesday, 13th Aug.
SAIGON, BANCKOK & SINGAPORE—Regular Monthly Service.
"UNNAN MARU" ... Friday, 1st August.
SYDNEY & MELBOURNE—Monthly service calling at AUCLAND, N. Z. and ADELAIDE.
VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.
"AFRICA MARU" ... Monday, 18th Aug.
KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"AMAKUSA MARU" ... Wednesday, 3rd Aug.
TAKAO via SWATOW & AMOY.
"SOSHU MARU" ... Thursday, 31st July.
JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.
"BURMA MARU" ... Wednesday, 30th July.
For sailing dates and further particulars please apply to—
Y. YASUDA, Manager.
Tel. No. 744 and 745 No. 1, Queen's Building.

Y. K. K.

YAMASHITA KISEN KAISHA.
(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1
NANYO MARU No. 2
NANYO MARU No. 3
SODECAURA MARU.
KYODO MARU No. 13
TAMON MARU No. 1
ASOSAN MARU.
CHEIAN MARU.

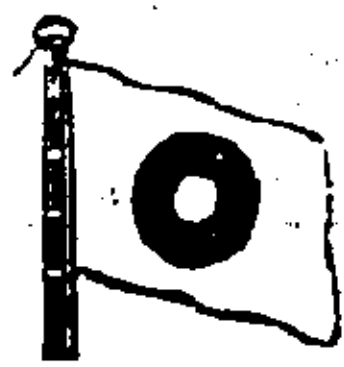
REGULAR SERVICE FOR
FREIGHT BETWEEN
HONGKONG,
BANGKOK
and/or
SINGAPORE.

For Particulars Please Apply to:—

M. KOBAYASHI, Agent.

Tel. No. 140 & 155.

Top Floor, King's Building.



KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (KOBEN).

Branches and Representatives:—

TOKIO, OSAKA, LONDON, NEW YORK, PARIS, ROME, BEER, PORT SAID, OALLAO, HAVANA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAWAO, YANGKON, SAIGON, VLADIVOSTOK, SHANGHAI and TAIPEI.

Taking Cargo on through Bills of Lading to Pacific Coast, Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING CO.,

M. HASHIMOTO,

General Agents.

Telephone No. 2108.

THE ADMIRAL LINE.
PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"WESTERN KNIGHT" ... About August 15th.

"ELDERIDGE" ... " 15th.

"EDMORE" ... " August 21st.

"WEST HEPPBURN" ... " Middle Sept.

For PORTLAND direct.

"COAXET" ... About August 25th.

THROUGH BILLS OF LADING ISSUED TO OVERLAND COMMON PORTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

JOHN J. GORMAN, GENERAL AGENT.

Telephone 2477 & 2478

5th Floor, Hotel Mansions.

SHIPPING.

THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

VANCOUVER

via MANILA & SHANGHAI

STEAMER "BESSIE DOLLAR" SAILING DATE.

FOR SAN FRANCISCO.

"TANCRED" ... about 30th July.

Through Bills of Lading issued to all parts of United States or Canada.

For particulars for freight apply to—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING

TEL. 795.

THIRD FLOOR

793.

AMERICAN ASIATIC S. S. CO.

S.S. GOTHIC PRINCE

Will be despatched for NEW YORK via PANAMA

CANAL on or about 20th August.

For freight and further particulars apply to

SHEWAN TOMES & CO.

Agents.

VESSELS LOADING AND TO LOAD.

Destination.	Vessel's Name.	For Freight Apply To.	To be Despatched.
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JAPAN AND COAST PORTS.

Yokohama and Kobe	Fooshing	J. M. Co.	33, July
Swatow, Amoy and Foochow	Haihong	D. L. Co.	30, July
Shanghai	B. & S.	O. S. K.	30, July
Straits and Calcutta	Burma M.	J. M. Co.	31, July
Shanghai	Chakrang	J. M. Co.	31, July
Swatow, Amoy and Foochow	Loksang	D. L. Co.	1, Aug.
Shanghai	Haitan	J. M. Co.	1, Aug.
Manila	Wesing	J. M. Co.	1, Aug.
Kobe	Yuenasang	J. M. Co.	1, Aug.
Shanghai	Kuinsang	B. & S.	2, Aug.
Keelung via Swatow and Amoy	Suiyang	O. S. K.	3, Aug.
Japan	Amakusa M.	J. C. L.	3, Aug.
Manila, Cebu and Iloilo	Tijilwong	B. & S.	5, Aug.
Swatow, Amoy and Foochow	Taming	J. L. Co.	5, Aug.
Shanghai, Kobe and Yokohama	Quirnebaug	N. Y. K.	6, Aug.
Manila	Iyo M.	J. M. Co.	8, Aug.
Calcutta via Ports	Longsang	N. Y. K.	10, Aug.
Bombay and Colombo	Yoboshi M.	N. Y. K.	12, Aug.
Genoa	Totomi M.	O. S. K.	13, Aug.
Shanghai, Kobe and Yokohama	Kasado M.	N. Y. K.	13, Aug.
	Kosoku M.	N. Y. K.	13, Aug.

CONSIGNEES.

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.

From CALCUTTA, PENANG and SINGAPORE.

THE Steamship

"FOOKSANG"

having arrived from the above ports. Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 30th inst. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be counter-signed by

JARDINE, MATHESON & CO., LTD.

General Managers.

Hongkong, 24th July, 1919.

MOVEMENTS OF STEAMERS.

The s.s. ARRATOON APCAR is due in Hongkong from Calcutta on August 1.

The R. M. S. MONTEAGLE left Victoria for Hongkong, via Japan ports and Shanghai, on the 9th July, and is due here on the 4th August.

The T. K. K. s.s. SHINYO M. sails from Yokohama July 21st, and is due at Hongkong July 30th.

The Admiral Line s.s. WESTERN KNIGHT arrived at Kobe July 14th, from Seattle and is due at Hongkong about August 7th, calling at Nagasaki, Shanghai and Manila.

The Admiral Line s.s. ELDERIDGE arrived at Yokohama July 21st, from Seattle and is due at Hongkong about August 14th, calling at Kobe, Moji and Shanghai.

The s.s. METHVEN left Vancouver for Hongkong, via Japan ports, Shanghai, on the 14th July, and is due here on or about the 22nd August.

The R. M. S. EMPRESS OF ASIA arrived at Shanghai, on 26th July, a.m., left there 26th July, p.m. and is due at Manila on 26th July, noon.

The R. M. S. MONTEAGLE arrived at Yokohama, on 26th July, a.m., left there 26th July, noon, and is due at Kobe on 28th July, a.m.

The N. Y. K. s.s. TENSIN MARU (Bombay Line) left Moji for this port on the 28th July and is expected here on the 31st July.

SHIPPING NEWS.

MILLIONS FOR SHIPS

Mr. Edward N. Hurley, the chairman of the U.S. Shipping Board, has presented to Congress a request for \$134,673,680 to complete the Government shipbuilding programme, which, if granted, will bring the total amount voted to \$659,763,880, and the United States shipbuilding programme will aggregate 13,885,106 tons deadweight. Mr. Hurley reports that the consummation of the American shipbuilding effort is dependent upon the granting of the additional amount asked for. Since the armistice he has reduced the original programme by the cancelling of contracts for 737 ships, aggregating 3,797,835 tons deadweight. Recent sales by the Shipbuilding Board to private companies have realised \$41 per deadweight ton.

U.S. RIVALRY SHIPPING. New York, June 6.—In a speech before the New York Chamber of Commerce yesterday Sir Alfred Booth, of the Cunard Line, said the outstanding fact of to-day was that the United States, with her mercantile marine, had stepped right into the place which Germany occupied before the war. "As a British shipowner quite apart from the ties of blood and business which unite me to this country, I welcome the change. The working of steamships in foreign trade is of its very nature international. Lines under various flags working in the same trade must work together, or in the long run the trade and prosperity of the world will suffer. With the Germans the 'scrap of paper' principle was always in the background, but Americans look upon business agreements in just the same light as we do. If we do not mean to keep them, we do not make them. Moreover, Americans in the past have always treated all flags alike without favour or discrimination, and I believe they will continue to do so, because this is the only basis upon which international communications can be freely developed."

SHIPOWNER'S ROMANCE.

Mr. William Reginald Corfield, of W. R. Corfield and Co., Cardiff Docks, whose death has taken place at Cardiff at the age of 76, had a very romantic history. He was born at Worcester, and when he was only 13 he joined a Government transport ship. Four years later he left his ship at Sydney for the Australian goldfields, and afterwards became driver of a bullock team. Following this experience he accepted a berth on an American boat trading with the States, and during the voyage he was made first mate. In the American Civil War he was captured by the Confederate cruiser Shenandoah, but on the return of peace he obtained his first command at the age of 23, and in 11 years he was able to retire from the merchant service. In 1879 he went into steam, and afterwards built, fitted, and equipped his own vessel. At the time he was closely associated with Colonel Cody (Buffalo Bill), and was a partner with him in some Wyoming mining ventures. Four of his sons (including the late Lieutenant Hubert Ray Corfield, R.F.A., who died of wounds in 1917) came over from the United States to join the Army.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:—

Cheung, from Shanghai.

Liubarnard, from Shanghai.

Chinese Hotel, Chuchinghin, from Amoy.

Mr. Chungkuanyue, c/o Liang-yuanchee, No. 24 Bonham Road, from Shanghai.

Akiyama, Passenger, Celebes Meru, c/o Osakashosen, from Osaka.

T. KRING, Superintendent.

Hongkong July 25, 1919.

EASTERN-EXTENSION AUSTRAL-ASIA & CHINA TELEGRAPH CO.

List of Unclaimed Telegrams lying in the E. E. Telegrams Office at Hongkong:—

Careem, from Malacca.

Famil, from Malacca.

Liang, from New York.

L. L. Redyak, American Consul, from New Britain Conn.

Miss Barnes, Balford Co., from Harbin retransmitted from Singapore.

Miss Hamei, passenger, Kano Maru, c/o Agents, from Medan.

Rinchoe, from New York.

Robertson, c/o ...

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GERMAN CROWN PRINCE.

VIEWS ON PEACE TERMS

A despatch from the New York Times correspondent gives a report of an interview with the German ex-Crown Prince in Holland. Hohenzollern, junior, smoking a cigarette, looked well and sunburnt. He appeared anxious, says the correspondent, calling from The Hague, to know about the Peace Treaty, and whether the conditions concerning the trade of Germany and territorial concessions would be modified by the delegates to the Conference at Paris. He said it was a pity that all the new small nations should be formed now, instead of waiting until the big Powers had signed the Peace Treaty. He continued:

"Under present conditions there will be nothing but trouble, and another big war inside ten years. The people of Eastern Prussia and Silesia will agree with the Polish Government. Russia, Serbia, Czechoslovakia, Italy, Belgium, and Japan will all be furious over the settlement and the only countries that will be content are France, England, and America, which does not want much for herself out of the war."

When asked about the report that his father was returning to Germany, he said:

"I do not think that is correct; he will remain in Holland, where he is now, with Count Bentinck. As to the report that he would have to face a tribunal for bringing on the war I am sure my father would never submit to such a proceeding; he would sooner die first; one has one's honour, you know. He has grown very white and old with all this worry, and I have been very anxious about his health; but he is better now. I hear. My mother has been suffering, too, very much from heart disease, from the same cause. I was pleased to meet her the other day at Amersfoort and have a long talk."

"All I wish to do, the Crown Prince concluded, is to return to Germany. I have been treated very nicely in Holland, but I prefer Germany, naturally as it is my country. I am fond of culture; I like good concerts, opera, theatres, the society of cultured people. All I can do here on this island is ride about on my motor-cycle, read, sketch, play tennis against my will in the garden, and avoid visitors, who come on Sundays and holidays to try to see me. I receive papers and books, and occasionally have friends to stay with me, like the aide to my father, who came to-day. It is slow living at Weering, but the people are all kind, and the children like me. I am free to go where I like, and I prefer it to being shut up in a castle, as my father is at Amerongen."

WATER RETURN.

Level and Storage of water in Reservoirs on July 19/19.

CITY AND HILL DISTRICT WATER WORKS LEVEL

	7.12.18	7.12.19
System	6ft. 6in. Below	4ft. 9in. Below
Totum	11ft. 5in. Below	9ft. 4in. Below
System Intermediate	11ft. 5in. Below	Level with
System Main	30ft. 5in. Below	4ft. 9in. Below
W. S. S. S.	5ft. 4in. Below	4ft. 9in. Below
Fieldwork	5ft. 4in. Below	4ft. 9in. Below

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

	7.12.18	7.12.19
System	11.5	11.5
Totum	11.5	11.5
System Intermediate	11.5	11.5
System Main	11.5	11.5
W. S. S. S.	11.5	11.5
Fieldwork	11.5	11.5

Consumption of water in the City and Hill District in million and decimals of gallons during the month of June.

	1918	1919
Consumption	2,750,000	2,750,000
Consumption per head per day	27.5	27.5

Services to be rendered in Kowloon District (Kowloon) from 1st July 1919 to 31st June 1920.

public street cleansing only up to the 31st June 1920. Contract supply in all districts from 1st July 1919 to 31st June 1920. Contract supply in all districts from 1st July 1919 to 31st June 1920.

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THE
Taikoo Dockyard and Engineering Co.
of Hongkong Ltd.
BUILDERS OF SHIPS & ENGINES
OF EVERY DESCRIPTION

CABLE DELAYS.

THE INJURY TO COMMERCE.

A correspondent writes in the Daily Telegraph of June 9 as follows—

For many months the delays in the cable communications of the Empire have been a serious grievance and a cause of financial loss, especially to men engaged in commerce. Under normal conditions it was customary to reckon upon fully-paid messages occupying no more than two or three hours in transit between London and the Far East or Australasia. There have been occasions when brief messages were flashed from this country to Adelaide under five minutes, but, as a rule, half-an-hour for short messages was considered good work. From various causes, it now requires ten days to carry business telegrams, where less than ten hours sufficed before the war. There were instances recently where Australian messages occupied twelve days in transmission, and a longer time to reach some of the large cities in the Far East. These experiences are exceedingly disconcerting, and are seriously interfering with commercial enterprise. Prior to the war much of this country's business with India was carried on by cable. The daily, almost hourly, fluctuations of market prices and rates of exchange were watched with close eagerness by British merchants and manufacturers. Under existing circumstances market operations are almost paralysed. The men of Lancashire are suffering in this respect very acutely. They are in competition with Japan in many branches of manufacture, and Japan has no serious hindrances in cable communication with India. It follows that British manufacturers are seriously handicapped in one of the world's greatest markets; and, judging by the outcry on the Manchester Exchange, we must expect to see market signs of a diminished output for India. The Cape and Australian merchants are also experiencing trouble and very considerable loss through lack of information by cable.

Mail communications are likewise delayed. No one knows when overseas letters will be delivered. Duplicates of business indentments frequently arrive before the originals; and it is not uncommon to have two mails delivered by the same post. Moreover, mails to Australia and the outer Empire take a fortnight or three weeks longer in transit than during pre-war days. Outgoing mails are placed on almost any outgoing ship that is available, to get the letter-bags out of the way. These vessels take in cargo and homeward-bound soldiers at this or that seaport several days after the London post has closed for the ship, which is thus hanging about Portsmouth, Plymouth, or elsewhere. The Post Office notify a ship's sailings but a few hours before the mail bags are closed, and the merchant has little opportunity to handle his correspondence with the completeness which becomes a man of business. Thus, the mail service affords no relief to the shortcomings of the cable lines.

GOVERNMENT WORDAGE.

It is not difficult to understand the causes of our cable troubles. Take the case of the Eastern Company and its associated lines. Owing to the war and the war-burdened last year with an increase of Government traffic equal to 1,700 per cent. compared with 1913. The Indo-European lines, which passed through Germany, and which once carried approximately 50 per cent. of Indian work, were totally interrupted from the beginning of the war. And the Great Northern Company, whose lines passed through Russia, has carried practically nothing for the Far East since the early autumn of 1914. Nearly all the increased war wordage is attributable to the overwhelming volume of Government work. Where, before the war, the Government message numbered 2,000 words daily, they have mounted up to 50,000. Traffic from and to Great Britain has increased by 200 per cent., and the intermediate traffic, in Egypt, the Mediterranean, and so forth, has more than doubled. The lavish wording of Government messages has added to the burden. No merchant who desired to escape bankruptcy would use such expansive wordage as one may read in the published Government messages sent through the cables. Another cause of trouble can be found in the abolition of all private cable codes, an admittedly necessary precaution in time. This prohibition increased carriage on the

reason that ordinary business codes are estimated to save quite 30 per cent. of wordage. Thus 30 per cent. was added to the volume of transit, at an increased cost to the sender, aggravated by the sender being required to attach his name to every message, and to pay for it. The writer is aware of a single firm which has incurred an outlay of £2,000 since August 1914, through the simple addition of its name as the sender. Though we are no longer at war, this costly detail still prevails. It is safe to assume that when the hampering conditions of cable censorship are abolished the traffic will be reduced by over 30 per cent.

DETERIORATION AND SHORTAGE.

Apart from the difficulties that have been created by the Government's overwhelming weight of messages, and by the censorship, another contributory cause to present delays may be found in the deterioration of the cables. The enemy submarines virtually prevented all renewal work during the period of the war. Repairing ships which must necessarily do their work at a standstill, could not avail themselves of the safety of speed. Immediately they stopped, in order to raise and splice a broken cable, they became a target for enemy submarines. The Mediterranean and the Atlantic, from England to the Equator, were infested by under-water pirates, and the British Government had such an insufficient supply of gunboats to stand by the repairing ships that proportion of the much harried ships was incomplete. From this cause an average of two cables were almost completely and continuously out of use during the greater part of the war. The companies were also greatly hampered during the war because of the insufficiency of stock cables to do repair work, wherever the lines could have been safely fished up. To-day several thousand miles of cable are wanted for renewal work alone. The existing orders and the laying of an entirely new cable to Gibraltar and along the Mediterranean with a possible extension to Singapore, will absorb every yard of cable that can be made for months to come. It has been exceedingly unfortunate that for over three months a succession of storms where deep sea repairs were in progress, the occurrence of earthquakes, and the brittleness of some of the old cables, which often broke away when they were dragged to the surface, contributed to delay transmission at a moment when the Government and the general public desired increased facilities of overseas communication. The Eastern and its associated companies have a dozen repairing ships at work endeavouring to overtake the results of four years' enforced neglect. As above hinted, a new cable is to be laid to and beyond Gibraltar. It is also intended to develop new automatic apparatus to secure accurate and more speedy transmission. It has been tried as far as Singapore, but the day is not far off when it will be extended to Adelaide. Direct working between that city and London will minimise repetitions and corrections which to-day cause a substantial proportion of delay in transmission.

It is no secret that, owing to the pressure of Government messages, the incapacity of cables to work up to their full quota, by reason of deterioration, and a distressing shortage of operators, a large volume of the Eastern messages for Australasia have been thrown upon the Pacific route. The Pacific has been overloaded with messages, Government and public, to such a degree that cablegrams to Australia have been taking ten or more days in transmission. The Eastern lines have been overwhelmed with Government work to and from India and at en route stations, especially since the troubles arose in Afghanistan. They have also been required to carry a heavy volume of messages to the Far East, where they are the only means of communication. It thus became necessary for the Eastern service to refuse all full rate messages to Australia. As a result that continent and New Zealand have been dependent upon the single wire which lies five miles deep in the Pacific. Users of this route well know that sometimes there has been a week's accumulation of messages.

THE ALL-RED ROUTE.

Such a record of disastrous experience by the Eastern route and the Western route to the Far East, Australia, and the Cape shows clearly that the cable services are falling short of the public requirements. There may be some relief when the days of peace arrive, and the Government messages of the Government are

THE INDUSTRIAL AND COMMERCIAL BANK, LIMITED.

Head Office: 6 Des Vaux Road, Cl. Harkow Bank, Panoff Building. Now is the Time to Start Your Account SAVINGS OR CURRENT. Your own Account of Resources assured. You are FREE FROM ACTION SELF-RESPECT. Inquire on our SPECIAL SERVICE will be Welcome. J. USANG LY, Manager. Hongkong, 7th July, 1919.

TO BE LET.

TO RENT.—No. 2 Queens Road top floor, nicely furnished bed rooms with large verandahs. Will let as offices. Apply office Carlton Hotel.

KAISER'S FRIENDS.

CURIOUS REVELATIONS.

Vorwarts (says the Rotterdam correspondent of the Daily Telegraph) is publishing in Berlin some extracts from the confidential correspondence of the "Bond of German Men and Women, for the Protection of the Personal Liberty and Life of Wilhelm the Second." One such extract runs: "We must resume propaganda with all our forces. I have sent 20,000 marks to a division chaplain living near Essen who has excellent connections in Holland for him to influence the Dutch Press." It is curious to note this reversion to the tactics often practised during the war, when money was supposed to be used for such purposes, but then, as now, never went further than the pockets of the "excellent connections." The Kaiser has so often been unfortunate in his friends. Only a couple of weeks ago it happened in a village in Brandenburg that a man of aristocratic appearance, in an automobile, called on farmers, telling them a pathetic story of how the Hollanders were starving the poor Kaiser. The farmers brought large supplies of butter, eggs, &c., and the aristocrat thanked them, was moved to tears, departed, it was supposed, to Holland, where, of course, he never arrived. The supposed influencing of the Dutch Press is therefore not to be regarded seriously. The writer of the above-quoted extract is shown by further quotations to need large sums of money for printing and advertisements, and advises the Bond not only to send official protests to President Ebert, but also to pay for telegrams from "private persons."

Another curious revelation is made in the case of the memoirs of General von Moltke, which were announced to appear. They were to comprise the period from July to November, 1914, to contain the absolute truth, and to condemn utterly German policy—"condemnation of quite a different character to what friend or enemy supposes." Now it is suddenly announced that the book will not appear, but no reason is given. It is known that Moltke died an embittered and disappointed man, and disclosures from that quarter have long been expected. It is said that after the first battle of the Marne, Moltke predicted the course of the war, and the Kaiser tore up the memorandum in a rage.

fewer. But no one expects that future trade and future Imperial interests will be restricted to old-time lines. Whatever may be the developments of the wireless system of communication, the necessity for more cables is imperative. The Eastern Company is endeavouring to make good some of the deficiencies in its particular field of the world's work, but it is also important that attention should be paid to the needs of the Western hemisphere. The "All-red route" has yet to be completed. It may be thus briefly described as another British cable across the Atlantic, a Government cable across Canada instead of the wire that is now hired from a private company (the Canadian Pacific Railway), and the laying of a second cable from Vancouver across the Pacific. The merchant class and the newspaper people of Australia and Canada have long demanded the completion of this All-red route. Resolutions in its favour have been passed at Press Conferences, at meetings of the Empire Press Union, and at many meetings of the merchant classes, and the project has received the approval of every public man who has spoken on the subject.

NEW ADVERTISEMENTS.

WYNAND FOCKINK'S

"MARASCHINO"

FAMOUS LIQUEUR.

Obtainable from A. S. Watson, Co., Ltd. and the Leading Wine Merchants.

Sole distributors for China HOLLAND PACIFIC TRADING CO.

NOTICE.

SHELL TRANSPORT AND TRADING CO. LTD.

NOTICE.—We have been requested by the above Company to announce that new shares will be issued at par to shareholders on the 16th June, 1919, in the proportion of ONE new share for every TWO old shares, fractions being disregarded.

Holders of "BEARER" Warrants should deposit their holdings not later than the 9th August, 1919, accompanied by payment of the equivalent of £1 Sterling for each new share claimed, with their Bankers who will stamp the warrants on the face thereof with the words "RIGHTS CLAIMED 1919."

Registered shareholders should pay to their Bankers the equivalent of £1 Sterling for each new share claimed, not later than the 9th August, 1919.

For the Hongkong & Shanghai Banking Corporation.
N. J. STABB,
Chief Manager.
Hongkong, 24th July, 1919.

PUBLIC AUCTIONS.

THE Undersigned has received instructions to sell by Public Auction on
WEDNESDAY, the 30th July 1919.

commencing at 2.30 p.m.
at his Sales Rooms, Duddell Street

A Quantity of Valuable Household Furniture comprising—

Tapestry covered drawing room suite, easy chairs, blackwood fire screen, teapots & flowerstands, card tables, extension dining table & chairs, sideboard, dinner waggon, single & double brass mounted iron bedsteads, teak dressing table & washstand, carpets, electric ceiling fans etc. etc.

also
Two Large Steel Safes.
On view from Tuesday the 29th inst.

Catalogue will be issued.
Terms: Cash on delivery.
Geo. P. LAMMERT,
Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

THURSDAY, the 31st July, 1919

commencing at 2.30 p.m.
at No. 12 Chatham Road, Kowloon

A Quantity of Valuable Household Furniture comprising—

Teak extension dining table & chairs, Teak sideboard & dinner waggon, Teak overmantels, mirrors, tea tables, teapots, carpets, teak bedsteads, teak wardrobes with bevelled mirrors, teak dressing tables, chests of drawers etc. etc.

On View from Wednesday, the 30th inst.

Catalogue will be issued.
Terms: Cash on delivery.
Geo. P. LAMMERT,
Auctioneer.

NOTICE.

HONGKONG TRAMWAY CO., LTD.

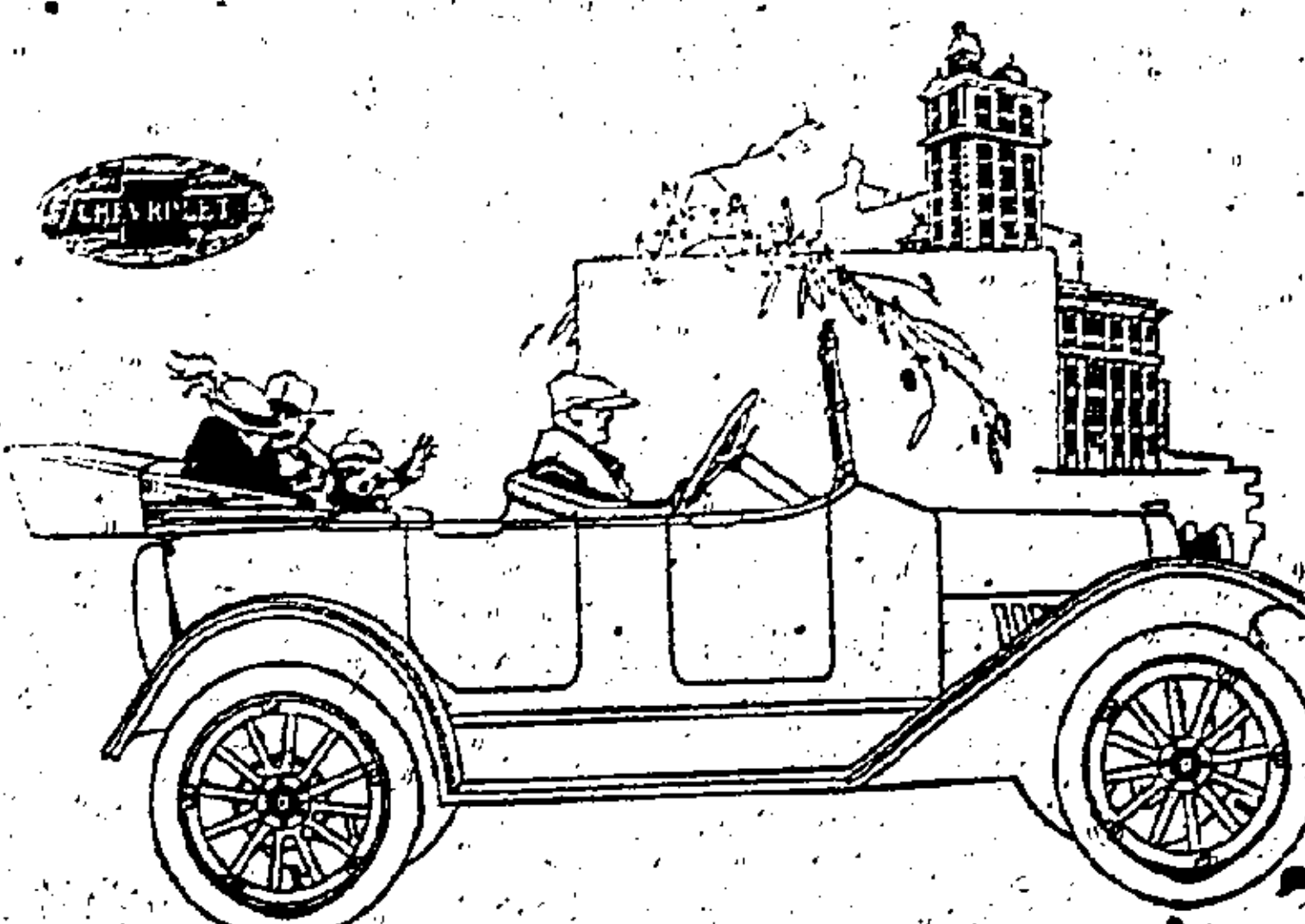
(Incorporated in the United Kingdom)

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND of NINE PENCE per Share on account of the year 1919 has been declared.

The DIVIDEND will be payable on and after MONDAY, the 25th day of August 1919 to Shareholders on the Register on MONDAY, the 11th day of August 1919 and will be paid to Shareholders on the Colonial (Hongkong) Register at the exchange rate of 3/6 per Dollar.

By Order of the Board,
W. E. ROBERTS,
Secretary.
Hongkong, 28th July 1919.

CHEVROLET



LOWEST PRICED ELECTRICALLY EQUIPPED CAR IN THE WORLD.

SOLE AGENTS.

W. R. LOXLEY & Co.

PRELIMINARY ANNOUNCEMENT

WHITEAWAY'S GREAT AUGUST SALE

WILL COMMENCE

FRIDAY AUGUST 1ST

And will continue throughout the month.

ENTIRE STOCK INCLUDED. LIBERAL REDUCTIONS.

It was anticipated by a large number of people that shortly after the cessation of hostilities prices would drop. Such has not been the case. Owing to the great demand, shortage of raw materials, insufficient transport, strikes, and other labour troubles, shortage and high price of coal, the cost of manufacture has steadily risen and we find to-day that we are selling a lot of lines in our store and far less than we can replace them for in the home markets. As we have ordered largely for the coming season we are determined to clear a large portion of our stock to make room for these goods coming forward.

COME EARLY. BEST BARGAINS GO FIRST

ALL EXCESS STOCK MUST BE SOLD

BUY NOW AND SAVE MONEY

SEND FOR CATALOGUE OF BARGAINS.

REMEMBER THE DATES. BEGINS FRIDAY AUG. 1ST FINAL DAY SATURDAY 30TH.

Whiteaway Laidlaw & Company Limited

NOTICES.

"THREE CASTLES"

MAGNUMS

CIGARETTES.

PERFECTLY MADE

FROM THE

CHOICEST VIRGINIA

TOBACCOS.

Sold in air-tight tins of 50

Cigarettes.

Obtainable at all Tobacconists.

This advertisement is issued by British-American Tobacco Co. (China) Ltd.

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES	
Banks.	
H.K. & S. Banks n.	\$700
Marine Insurances.	
Cantons n.	435
North Chinas n.	420
Unions n.	200
Yangtszes n.	254
Far Easterns n.	23
Fire Insurances.	
China Fires n.	138
H. K. Fires n.	340
Shipping.	
Douglases n.	96 1/2
Steamboats n.	24 1/2
Indos (Prof.) n.	33
Indos (Def.) n.	172
Shells n.	230 1/2
Refineries.	
Sugars n.	184
Malabons n.	41
Mining.	
Kailans n.	60 1/2
Langkats n.	125
Shanghai Loans n.	125
Shai Explorations n.	830
Ranbs n.	46
Tronons n.	175
Ural Caspians n.	97
Docks, Wharves, Godowns, &c.	
H.K. Wharves n.	97
K. Docks n.	168 1/2
Shai Docks n.	139
N. Engineerings n.	23 1/2
Lands, Hotels & Buildings.	
Centrals n.	113 1/2
H.K. Hotels n.	125
L. Inves. t. n.	125
H. phreys Est. n.	830
K'loon Lands n.	46
L. Reclamations n.	175
West Points n.	97
Cotton Mills.	
Ewos n.	830 1/2
Kung Yiks n.	833
Lau Kung Mows n.	207 1/2
Oriental n.	112
Shai Cottons n.	212
Yangtszepoos n.	15 1/2
Miscellaneous.	
Cements n.	830 1/2
China Borneos n.	13
Do. Light b. 5.80 old b. 1.80 new n.	834
China Providents n.	283 1/2
Dairy Farms n.	78 1/2
Electric H. K. n.	34
Electric Macao n.	32
Hongkong Ropes n.	81 1/2
Hk. Tramways n.	79 1/2
Peak Trams, old n.	80 cts.
Do. new n.	59 1/2
Steam Laundries n.	12
Steel Foundries n.	14
Water-boats n.	5.35
Watsons n.	12
Wm. Powells n.	29
Wisemans n.	29

WEATHER REPORT.

July 28d. 17h. 45m. - Warning to Hongkong, Canton, Macao and Shanghai. Typhoon in lat. 18° N. Long. 110° E. direction unknown, nearly stationary. July 28d. 9h. 30m. - Orders given to lower local typhoon signal No. 4. July 29d. 11h. 58m. - Warning to Hongkong, Canton, Macao and Shanghai. Typhoon in lat. 18° N. Long. 109° E. direction W.S.W., velocity 4 to 8 m.p.h. July 29d. 12h. 16m. - No return from Vladivostok, Japan and Weihaiwei. Pressure has increased slightly in the neighbourhood of Hongkong, and is nearly stationary at other reporting stations. At 6 a.m. this morning the typhoon was in about latitude 18° N. and longitude 109° E. moving W.S.W. Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 2.77 inches. Total since January 1st, 44.84 inches, against an average of 50.65 inches.

ASAHI BEER



AGENTS Mitsui Bussan Kaisha.

FORECAST FOR THE 24 HOURS ENDING AT 10 P.M. TO-MORROW.

District.	Forecast.
1 Hongkong to Cap Rock.	E. winds fresh to moderate; moderate rain.
2 Formosa Channel.	light variable winds; E. to variable winds; moderate rain.
3 South coast of China between H.K. and Lamcocks.	variable winds; moderate rain.
4 South coast of China between H.K. and Hainan.	variable winds; moderate rain.

C. W. JEFFRIES, Chief Assistant, Hongkong Observatory, July 29th 1919.

METEOROLOGICAL.

Previous.	Day	On	On	On
	at 8 a.m.	at 2 p.m.	at 5 p.m.	at 8 p.m.
Barometer	29.55	29.55	29.55	29.55
Temperature	80	80	80	80
Humidity	87	85	85	85
Wind Direction	E. N.E.	E. N.E.	E. N.E.	E. N.E.
Force	5	4	4	4
Weather	cdg	cdg	cdg	cdg
Rain	1.84	0.00	0.00	0.00
Highest open air temperature on the 24th	82			
Lowest	76			
H.K. Observatory, July 29, 1919.				
T. F. CLAIXON, Director.				

HOTELS.

The Hongkong Hotel Co., Ltd.

Operating:—
THE HONGKONG HOTEL The leading Hotel in the Far East.
THE REPULSE BAY HOTEL The cooling seaside resort of South China. (opening in the summer of 1919)
THE HOTEL MANSIONS (Office premises)
 The Hotel Company, having recently extended their cold storage plant and instituted motor transportation, are specializing in outside catering such as banquets, dances, parties, etc., and are prepared to supply all necessary equipment, decorations, furnishings, and music.
 Quotations may be obtained on application at the Hotel Main Office, or representative will call on communicating with.
 Telephone No. 421, Catering Department.
 Telephone No. 1670, Manager.

J. H. TAGGART, Manager.

THE PEAK HOTEL.

1,500 FEET ABOVE SEA LEVEL.
 15 MINUTES FROM LANDING STAGE.
 UNDER THE MANAGEMENT OF MRS. BLAIR.

KING EDWARD HOTEL

CENTRAL LOCATION.
 ELECTRIC LIFTS AND LIGHTING.
 TELEPHONE ON EACH FLOOR.
 HOTELS, RESTAURANTS, MEETS, AND STEAMERS.

NOTICE.



MITSUBISHI SHOKAI KAISHA, LTD.

(MITSUBISHI) TRADING CO.

COAL, GENERAL IMPORTS AND EXPORTS.

SOLE PROPRIETORS OF TAKASHIMA, OCHI, MUTSU, KISHIMOTO, YOSHINO, HIGO, KANAGAWA, SATO, KANADA, SHIMIZU, KANAMURA, SIRA, and OYUBU COAL MINES.

Agents for SAKITO COAL.

HEAD OFFICE, TOKYO.

BRANCHES AND REPRESENTATIVES:—
 NAGASAKI, KARATSU, WAKAMATSU, MOJI, KUBE, KOBE, OSAKA, TSURUGA, NAGOYA, YOKOHAMA, TOKYO, HAKODATE, MUROMA, OTABU, VLADIVOSTOK, PEKING, TIENTSIN, DAIRY, TSINANFU, HANKOW, SHANGHAI, HAIPHONG, HONGKONG, CANTON, HAIPHONG, MANILA, SINGAPORE, CALCUTTA, LONDON & NEW YORK.

Cable Address:—

Hongkong:—"IWASAKI"

Canton, Haiphong:—"IWASAKI"

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Western Union and Bentley's.
 AGENCY FOR: THE OSAKA MARINE AND FIRE INSURANCE CO., LTD., OSAKA.

For Particulars Apply to:—
 S. SAYEKI, Manager,
 No. 11, Pedder Street, Hongkong.

Swatow, Amoy and Formosa via Keelung—Per AMAKUBA MARU, 3rd Aug. 9 a.m.
 Straits, Bangkok, South Africa and South America—Per HAWAII MARU, 3rd Aug.

SHIPPING.

VESSELS ARRIVED.

Fausang, 1400, Br., Capt. Skinner, Probingo, J. M.
 Sunning, 1570, Br., Capt. Benson, Canton, B. & S.
 Dilwara, 3480, Br., Capt. Babb, Shanghai, B. & S.—Mooring—22 A.
 Chihli, 1228, Br., Capt. McTarty, Canton, B. & S.
 Haihong, 1270, Br., Capt. Evans, Foochow, D. L.
 Hur, 2752, Br., Capt. Edwards, Tarakan, A. Pet.
 Yuensang, 1128, Br., Capt. Kennedy, Manila, J. M.—Mooring—C 35.
 Liangchow, 1222, Br., Capt. Hooker, Hongay, B. & S.—Mooring—W. Bay.
 Sinkiang, 1516, Br., Capt. Eedy, Shanghai, B. & S.—Mooring—B 11.
 Haimun, 641, Br., Capt. Page, Haiphong, Carm. & Clarke.—Mooring—43 C.
 Devyansong, 1047, Br., Capt. Shearer, Saigon, C. & Clarke.—Mooring—42 C.
 Burana Maru, 1834, Jap., Capt. Mai, Bombay, O. S. K.—Mooring—A 23.
 Innan Maru, 1340, Jap., Capt. Nishida, Keelung, O. S. K.—Mooring—34 C.
 Fushiki Maru, 1063, Jap., Capt. Hashimoto, Kure, M. B. K.—Mooring—C 33.
 Liverpool Maru, 4259, Jap., Capt. Kato, Shanghai, Suzuki.—Mooring—Wanchai.
 Yomon Maru, 1834, Jap., Capt. Fugita, Kobe, Suzuki.—Mooring—B 31.
 Dozan Maru, 1690, Jap., Capt. Muranka, Chin Wan Tso, Yamashita.—Mooring—B 30.
 Hawaii Maru, 5943, Jap., Capt. Suraga, Yokohama, O. S. K.—Mooring—A 3.
 Haida, 1063, Nor., Capt. Berk, Saigon, Thoreson.—Mooring—13 C.
 Shunshing, 297, Ch., Capt. Place, Macao, Po On.—Mooring—Wharf.

POST OFFICE.

INWARD MAILS.

Straits etc., and Parcel Mail from London—Per PYRRHUS, 29th July.
 Shanghai and U.S.A.—Per SHINYO MARU, 30th July.
 Manila and Australia—Per ST. ALBANS, 30th July.
 Manila & U.S.A.—Per EMPRESS OF ASIA, 31st July.
 Japan—Per TENSIN MARU, 31st July.
 Shanghai—Per SUISENG, 21st July.
 Shanghai—Per KWONGSE, 2nd Aug.

OUTWARD MAILS.

TO-MORROW.
 Swatow, Amoy and Foochow—Per HAIHONG, 30th July, 11 a.m.
 Saigon—Per HANGCHOW, 30th July, 2 p.m.
 Shanghai and North China—Per SINKIANG, 30th July, 3 p.m.
 Japan via Yokohama—Per FOO-SHING, 30th July, 4 p.m.
 Saigon—Per LIENSHING, 30th July, 5 p.m.
 Swatow—Per CORNELIA, 30th July, 5 p.m.
 Pakhhi & Haiphong—Per NAM KAM, 30th July, 5 p.m.
 THURSDAY, 31ST JULY.
 Swatow, Amoy and Formosa via Takao—Per SOSHU MARU, 31st July, 9 a.m.
 Shanghai and North China—Per SUNNING, 31st July, 3 p.m.
 Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, and Egypt—Per GLENANY, 31st July, 2 p.m.

FRIDAY, 1ST AUGUST.
 Swatow, Amoy & Foochow—Per HAITAN, 1st Aug. 1.30 p.m.
 Philippine Islands—Per YUEN-SANG, 1st Aug. 2 p.m.
 SUNDAY, 3RD AUGUST.
 Swatow, Amoy & Foochow via Keelung—Per AMAKUBA MARU, 3rd Aug. 9 a.m.
 Straits, Bangkok, South Africa and South America—Per HAWAII MARU, 3rd Aug.

ENTERTAINMENT.

VICTORIA THEATRE.
 (The Premier Cinema House in Hongkong.)
 ANOTHER DELIGHTFUL NEW PROGRAMME BY
"THE PRIZE PACKETS"
 DRAWING CROWDED HOUSES EVERY NIGHT.
 Also Fifth & Sixth Episodes OF
"THE TERROR OF THE RANGE"
 No Increase in Prices.
 Booking at ANDERSON'S.

THE CORONET

TO-NIGHT! TO-NIGHT!
 at 5.15 & 9.15 p.m.
WILLIAM S. HART



"THE DISCIPLE"

AND TWO CAPITAL COMEDIES.

7.15 p.m. only
 The Big Transatlantic Serial in 17 episodes

"THE BULL'S EYE"

Featuring
Eddie Polo

Episode I—First Blood

II—The Fearless One

AND COMEDIES.

Booking for 9.15 p.m. at ROBINSON'S.

HOTELS.

KINGSLERE HOTEL MID-LEVEL
CRAIGIEBURN HOTEL THE PEAK
KNUTSFORD HOTEL KOWLOON
SACHSE, LENNOX & Co. General Agents
 Are resident Managers.

EUROPE HOTEL, SINGAPORE

UNDER NEW BRITISH MANAGEMENT.

THE PREMIER HOTEL. FINEST SITUATION.
 EXCELLENT CUISINE.

ARTHUR E. ODELL,

(Late Grand Hotel, Southcliffe, England and
 Royal Palace Hotel, London, W.)

THE CARLTON HOTEL

(THE ONLY AMERICAN HOTEL IN THE COLONY.)

ICE HOUSE STREET.

Under American Management.

Size and style yet only a few minutes' walk from the Banks and Central District. All Bedrooms. Excellent Cuisine. Superbly Clean. Modern Bathing. Monthly and Family Rates on application to the Proprietors.

Telephone 811. MRS. F. E. OAMER.